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**Transportation**

**DEMURRAGE CHARGE AND DETENTION**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 24-2, *Preparation and Movement of Air Force Material*, and outlines the responsibilities and procedures for maintenance and operation of the Demurrage Charge and Detention program at Osan Air Base. This instruction applies to all units assigned to the 51st Fighter Wing.

**SUMMARY OF REVISIONS**

Reduces amount of time allowed before charges start to occur.

**1. Responsibilities:**

1.1. The 51st Traffic Management Flight (TMF) is responsible for the railhead, as well as controlling seavans at Osan Air Base. This includes monitoring and coordinating the movement of railcars and seavans. Organizations (consignee) receiving shipments too large to physically process through base supply are responsible for ensuring that:

- 1.1.1. Seavans and railcars are off-loaded in timely manner.
- 1.1.2. Cargo is removed from the railhead as soon as possible.

**2. Concepts:**

2.1. After the Korean railcars are spotted in an off-loading area designated by the TMF representative, 6 hours are allowed for off-loading before demurrage charges begin. This charge can often be avoided and actual costs minimized by preplanning. U.S. Army railcars are not subject to demurrage, but are in short supply and require the same timely handling as Korean National Railway railcars.

2.2. When seavans are offered to the consignee, unloading must be completed within 72 hours of delivery date or detention charges will begin to accrue.

2.3. In circumstances where railcars or seavans are received by the consignee under demurrage/detention or the consignee has less than the allotted time to off-load cargo, the TMF will notify the consignee of demurrage/detention charges.

### 3. Procedures:

3.1. The TMF will notify the consignee of arrival time of train/seavans and an off-load area will be jointly determined at that time by the consignee and the TMF.

3.2. Upon arrival of cargo, the TMF representative will escort the train/seavan carrier to the predetermined off-loading area.

3.3. The consignee is responsible for cargo off-loading. When railcars/seavans cannot be unloaded in the allotted time (6 hours for railcars, 72 hours for seavans), the consignee must request an extension from the TMF. If a second extension is required, it must be coordinated through the 51st Logistics Group Commander.

3.4. Supply, Civil Engineering, Transportation (Vehicle Operations Flight) and Maintenance Squadrons may be tasked to loan material handling equipment (MHE) to organization that do not possess MHE. Receiving organizations are responsible for satisfying requirements for off-load and will provide or arrange for qualified operators/drivers.

3.5. Cargo will not be stored at the railhead under any conditions. Temporary storage not to exceed 24 hours after unloading must be coordinated with the TMF. However, if temporary storage is required, the consignee will receipt for the cargo immediately upon unloading and is responsible for its security thereafter.

**4. After Off-Loading.** It is the responsibility of the consignee to remove and dispose of all dunnage from the empty railcars/seavans. Reusable cargo securing devices such as cables, turnbuckles, cable clamps and chains will be delivered by the consignee to the TMF (the off-load work area must be cleared of all debris).

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